

Mr. T. G. RAMA IYER.—The planters concerned will have to do it.

Mr. MIR MAHOMED SAB.—Are the Government not aware that the planters are unable to do so in their present state of indebtedness?

Mr. T. G. RAMA IYER.—In some estates, because of continued neglect, the damage caused by the borer pest is very considerable. In such cases, replanting will be difficult. But in the case of well-cared for plantations, the replanting will be only on a small scale.

Mr. S. N. RAMANNA.—Is it because there were spare funds at the credit of the Coffee Experimental Station that they were diverted for combating the borer pest?

Mr. T. G. RAMA IYER.—No. It was permissible to utilise available funds for this purpose also.

Mr. S. N. RAMANNA.—Government are levying a coffee cess of 2 annas per acre, because there are not sufficient funds at the disposal of the Experimental Station. Is it not?

Mr. T. G. RAMA IYER.—Yes, and the Government also have been contributing an equal amount.

Mr. S. N. RAMANNA.—Is combating the borer pest connected in any way with the regular work of the Experimental Station?

Mr. T. G. RAMA IYER.—The Experimental Station carries on research work in this matter also.

Mr. S. N. RAMANNA.—Is it not the duty of Government to meet the cost of borer control from State funds entirely?

Mr. T. G. RAMA IYER.—According to the original Government Notification of 1927, this is one of the items for which the collections from coffee cess could be utilised.

Mr. S. N. RAMANNA.—The original notification says that the cess collections must be utilised for experimental work.

Mr. T. G. RAMA IYER.—It says that the collections can be utilised for research or other cognate objects relating to the welfare of coffee plantations and also of other crops grown on coffee plantations. For instance, experiments

regarding cardamom improvement can be undertaken with the help of these funds.

Mr. S. N. RAMANNA.—Seeing that the coffee cess was levied only for a limited period of years and that the planters are in an extremely difficult plight now, and seeing also that the fund has accumulated to a decent amount, why not reduce the coffee cess or abolish it altogether?

Mr. T. G. RAMA IYER.—That inference is not warranted by the facts. This borer control also relates to the protection of the coffee industry. The borer pest cannot be combated without funds. If the funds are exhausted, the question of meeting the cost from some other source will have to be considered.

Bettadanagenahalli Railway Station.

Q.—43. Mr. Patel MALLAPPA
(Chitaldrug Taluk).—

Will the Government be pleased to state:—

(a) whether, as Bettadanagenahalli Railway Station on the Chikjajur-Chitaldrug line is made a "Box Station," it is a fact that the people of eight or ten villages adjoining this railway station, *viz.*, Bheemasamudra, Thurebylu, Bettadanagenahalli, Palya and other villages have presented petitions representing that the income from passenger traffic at this station is satisfactory; that arrangements may be made for the stoppage of the goods train to serve in-coming and out-going goods traffic and that a proper building for the station and quarters for the Station Master may be constructed;

(b) whether it is a fact that, in reply, the petitioners were intimated that the building in question would be constructed and arrangements made for stoppage of goods train at the place;

(c) if this is a fact, why the construction of the buildings has not been started till now;

(d) whether it has not come to their attention that the public are put to much difficulty on this account?

A.—The SECRETARY to GOVERNMENT for RAILWAYS (Rajasevapraktha B. T. Kesavaiah).—

(a) to (d) Yes. A combined building for station and quarters has been sanctioned and work taken up.

Extension of Railway Lines.

Q.—44. Mr. Vankalpathi THIMMAH (Chitaldrug Taluk).—

Will the Government be pleased to state whether they propose to undertake shortly the construction of railway lines from Chitaldrug to Rayadurga *via* Challakere and from Hiriyur to Tumkur *via* Sira?

A.—The SECRETARY to GOVERNMENT for RAILWAYS (Rajasevapraktha B. T. Kesavaiah).—

There is no proposal to take up the lines for construction.

Patel MALLAPPA.—Since there is already a district board line, in the Chitaldrug District, why not take up the extension?

Mr. B. T. KESAVAIENGAR.—For the present, we cannot take up any such undertakings involving capital outlay.

Mr. B. SITARAMIAH.—In that case, why not abolish the railway cess?

Mr. B. T. KESAVAIENGAR.—It is intended for the maintenance of the existing district board railway.

Mr. T. SHADAKSHARAPPA.—Have not the people been urging for long for the extension of the railway to Rayadurg?

Mr. B. T. KESAVAIENGAR.—Not in recent years.

Mr. T. SHADAKSHARAPPA.—What is the reason for dropping the idea of railway connection to Rayadurg?

Mr. B. T. KESAVAIENGAR.—From the investigation carried on in former years, it was found that it would not be a paying proposition.

Mr. T. SHADAKSHARAPPA.—In that case, is it not unjust to continue the levy of the railway cess notwithstanding the present economic condition of the raiyats?

Mr. B. T. KESAVAIENGAR.—As I said already, it is for the maintenance of the existing line that the cess is continued.

Mr. B. SITARAMIAH.—The district board has nothing to do with the maintenance of the existing Chikjajur-Chitaldrug line. In the near future at least, will the Government think of continuing the line?

Mr. B. T. KESAVAIENGAR.—A preliminary survey was conducted in 1929 when the traffic prospects were ascertained to be very poor. When traffic prospects improve, the question will be reconsidered.

Mr. B. SITARAMIAH.—Until any fresh line is taken up, will the cess be discontinued?

Mr. B. T. KESAVAIENGAR.—According to the present policy, the interest on this fund can be utilised for the improvement of roads.

Mr. B. SITARAMIAH.—For that you may by all means utilise the interest. But when the cess was first levied, railway extensions were promised. Why continue to levy the railway cess without any idea of taking up any railway extension? Is it not opposed to principle? Besides, with the extension of bus services, communications have improved and people are not very particular about further railway extensions if only the cess is abolished.

Mr. B. T. KESAVAIENGAR.—That is a question of policy and cannot be discussed during question time.

Mr. T. SHADAKSHARAPPA.—At least will the Government consider the question of suspending the levy temporarily until the question of railway extension is taken up?

Mr. B. T. KESAVAIENGAR.—We shall consider the request.

Mr. G. S. SUBBA RAO.—Is it not possible to construct a railway line from Hindupur or Goribidnur to Sira and Chitaldrug *via* Madhugiri?

The GENERAL MANAGER, MYSORE STATE RAILWAY (Mr. Y. K. Ramachandra Rau).—It is a very difficult line. But so far as railway connection to Madhugiri is concerned, I may say that in 1929, a traffic survey of the Tumkur-Madhugiri line *via* Sira, was